

Purpose

The purpose of this policy is to define the criteria and process for approval of school pedestrian overpass structures.

Policy

To promote pedestrian and motorist safety, the Department may consider the installation of school pedestrian overpass structures at locations where pedestrian volume together with vehicle speed and volume create potentially excessive conflicts. When considering the installation of a school pedestrian overpass, the following analysis shall be made:

1. The local school board shall evaluate their school routing plan and show that changing school boundaries to coincide with major highways, or providing an alternate means of transportation to satisfy the need for a structure would be impractical.
2. Provide school crossing zones in accordance with the most recent version of the Manual on Uniform Traffic Control Devices (MUTCD) and the Manual and Specifications on School Crossing Zones.
3. If steps 1 and 2 above are not effective, and the pedestrian signal warrant is met as outlined in the MUTCD, a traffic signal may be installed at the intersection where pedestrians are expected to cross the facility. The Department shall install signals only on state highways and as funds are available.
4. A structure may be considered to be warranted if steps 1, 2, and 3 above have been followed and there is still a need to eliminate conflicts between pedestrians and motor vehicles and all of the following criteria are met:
 - a. Based on pedestrian demand, the structure must be needed for at least the next 5 years.
 - b. It must be practical to install a barrier to channelize the pedestrian movement.

Funding

Where a pedestrian overpass structure is warranted following steps 1 through 4, the Department may participate in the cost of design, right-of-way acquisition, utility relocation, and construction at the following rates:

1. On existing alignment - 50% of the total cost.
2. On new highway alignments - 75% of the total cost.

The balance of funding must come from local agencies, school districts, or private sources.

If Federal-aid funds are available and eligible, the local agency would be responsible for the matching funds. If the State Legislature appropriates funds for a specific overpass structure, the local agency or other sources are responsible for the balance of funding above the appropriated level.